

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:06 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 304 Const Calendar Day: 983 Date: 18-May-2012 Friday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 06:30 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Band**

Overview of work today:

Cable band (CB) installation was ongoing on the South main-span & South side-span. Also, they were tensioning CB bolts on the North side-span. Also, they were un-installing CBs in the North main-span, & sending them out to get machined.

I was inspecting James Sturgeon's crew on CB bolt tensioning & Tony Costa's crew on various loading & offloading duties. See below for a list of labor for these crews. Others (L. Woo, S. Daouk, V. Altimarano, A. Iranmenesh) were inspecting the CB installation, CB cleaning, & CB grinding. See their diaries for additional details.

- I arrived at the pier 7 office at 06:50, & was on the bridge at 07:15.

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Work on CB installation &amp; tensioning:

- At 07:00, I spoke with METS inspector Danny Reyes because he had some questions regarding the chamfering of CBs. I gave him some information, & told him to look up RFI-1190 for details.
- From 07:00 until 14:00, Tony's crew was loading CBs onto a barge & truck to have them sent out for machining.
- From 07:20 until 08:15, James' crew was mobilizing the tensioning equipment to PP36N.
- From 08:15 until 09:15, James' crew was tensioning the CB bolts at PP36N. Instead of simply bringing all bolts up simultaneously, they were trying to come up on several bolt groups at a time to equalize the gaps between the CB halves. After this, they then simultaneously tensioned all bolts up to 17,400 psi.
- From 09:15 until 09:45, they mobilized the tensioning equipment to PP34N.
- From 09:45 until 11:00, they were tensioning the CB bolts at PP34N. Again they tried to equalize the gaps before tensioning all of the bolts up simultaneously.
- At 11:00, they received word in the field from the management meeting that the CB at PP34N was going to need to be uninstalled & machined.
- From 11:00 until 11:50, they un-tensioned the bolts at PP34N.
- From 11:50 until 12:30, they mobilized the tensioning equipment to PP32N. During this time, I made some measurements of longitudinal offsets between the male & female at the uphill & downhill edges of the CBs in the North side-span at the request of Roman Granados. I phoned Roman with the results of the measurements.
- From 14:00 until the end of the shift, Tony's crew was off-loading suspender ropes from a barge to the bridge deck.
- From 12:45 until 14:30, James' crew was tensioning the CB bolts at PP32N. Again they tried to equalize the gaps before tensioning all of the bolts up simultaneously. They were successful in equalizing the gaps,



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**Job Name:** 04-0120F4    **Inspector Name** Wright, Doug    **Diary #:** 304    **Date:** 18-May-2012    **Friday**

& then they simultaneously tensioned all bolts up to 17,400 psi. They re-cycled up to 17,400 psi 2 more times to make sure all bolts were of equal tension.

- From 14:30 until 15:00, James' crew mobilized the tensioning equipment to PP36N. During this time, I made the final measurements at PP32N of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance. I spoke with Roman to check if there were any last minute changes to tolerances (there were not), & then I signed off on the ABF CB tensioning sheet. There was some minor damage to the metalizing at the bottom of the suspender rope groove on the male CB half that needs a touch-up paint repair. I made note of this on the sign-off sheet.
- From 15:00 until the end of the shift, James' crew un-tensioned the bolts at PP36N. It was decided in the management meeting that this CB will need to be uninstalled & machined.
- Note on CB tensioning: At no point in during the bolt tensioning did the jack pressures exceed 17,400 psi.
- At 17:20, I left the bridge.
- From 17:30 until 17:45, I filled out the inspection checklists for the CB installation that I inspected today.
- From 17:45 until 18:00, I did misc office work (checking email, organizing submittal paperwork for use in the field, etc).
- From 18:00 until 18:30, I wrote my diary for the day.

**04-0120F4      Bid Item: 067      C-PWS-CBD.067      Install Cable Bands**

AMERICAN BRIDGE/FLUOR, A JV

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	MORRIS ROBERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	JAMES WILKERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ROBERT MARTELL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JOSHUA JACKS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	JAMES STURGEON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	2.00	0.00	10.00	7 hrs CCO & 3 hrs item work	<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	2.00	0.00	10.00	7 hrs CCO & 3 hrs item work	<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	0.00	10.00	7 hrs CCO & 3 hrs item work	<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	0.00	10.00	7 hrs CCO & 3 hrs item work	<input type="checkbox"/>